

DECISION-MAKER:	OVERVIEW AND SCRUTINY MANAGEMENT COMMITTEE		
SUBJECT:	20MPH ZONES		
DATE OF DECISION:	12 TH FEBRUARY 2015		
REPORT OF:	CABINET MEMBER FOR ENVIRONMENT AND TRANSPORT		
<u>CONTACT DETAILS</u>			
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STATEMENT OF CONFIDENTIALITY
N/A

BRIEF SUMMARY

The assessment of the 20mph Zone Pilot Proposal (as implemented in Maybush during 2013) has been completed. Although a reduction in speeds has been observed on some roads, the decrease is not considered significant and the majority of residents perceive very little change. No new 20mph proposals have been prioritised for funding in 2015/16 and there are no plans to roll them out City wide.

RECOMMENDATION:

- (i) That the Committee considers whether further 20mph zones are either supported by traffic calming measures (via developer funding) or be located where the road layout would deter higher speeds.
- (ii) That the Committee explores further funding opportunities for viable 20mph proposals from Central Government.

REASON FOR REPORT RECOMMENDATIONS

1. To ensure that new 20mph zones are viable schemes that bring recognisable benefits to residents.
2. To maximise opportunities for the development and implementation of viable 20mph proposals.

ALTERNATIVE OPTIONS CONSIDERED AND REJECTED

3. To allocate funding to the further development of 20mph Zones which do not include traffic calming measures which are located on where the road layout would deter high speeds as this would not result in significant reduction in vehicle speeds.

DETAIL (Including consultation carried out)

4. In 2013, a pilot 20mph zone was implemented in the Maybush area (as shown in Figure 1 below) with a series of pre-scheme speed surveys carried out in July 2013. The cost of the proposal was approximately £30,000.

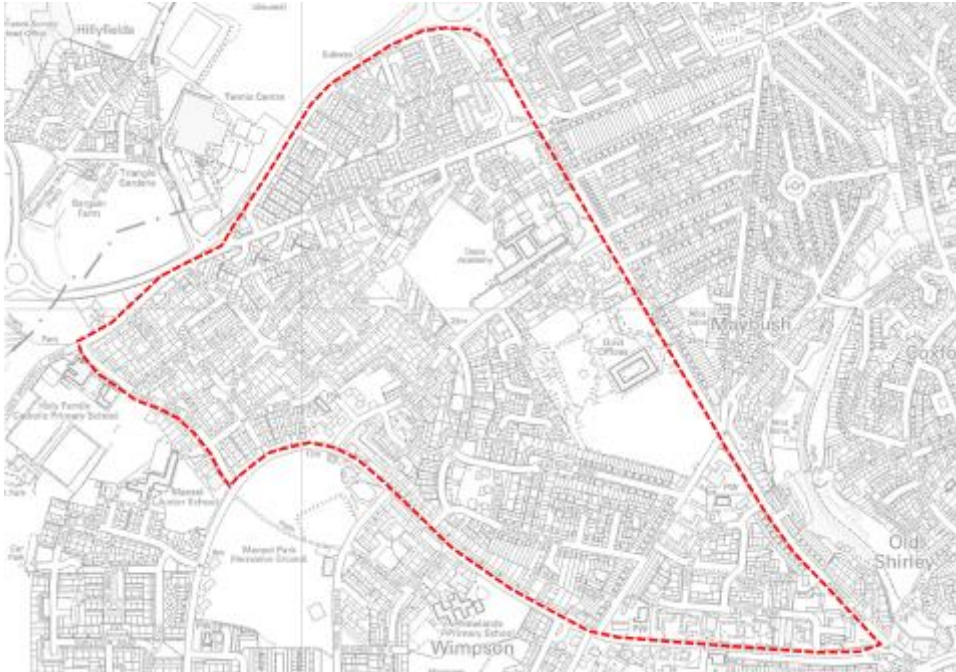


Figure 1 – 20mph Maybush Pilot Zone

5. In July 2014, follow up surveys were carried out to ascertain any changes in vehicle speeds. The results suggested that there had been a minor decrease in speed on some roads, particularly no-through roads. However, on roads carrying traffic through the zone (Lower Brownhill Road and Green Lane), there was very little change observed (Note - The current timeframe insufficient for determining whether there has been a significant impact on accidents within the zone).
6. This outcome was also reflected in a survey of residents on the impact of the scheme. Only 17% of residents felt that the proposal had made a positive difference with 67% saying that there was no difference. However, 47% of residents surveyed said they would recommend the proposals for other areas of the city, while only 32% said they would not do so.
7. 20mph zones implemented in other cities have experienced similar outcomes. Studies by the Transport Research Laboratory showed that static signs typically only result in a 1-2mph decrease. Because the police are reluctant to allocate additional resources to enforce 20mph zones, additional measures (such as traffic calming) are usually required to support the speed restrictions.
8. As the benefits shown are marginal and the perception by residents is that little has changed, it is recommended that similar schemes are not implemented in other areas of the city at this time unless supported by traffic calming measures (or similar).
9. As a low cost alternative, Twenty is Plenty signs have recently been installed outside all remaining schools not covered by 20mph signing, except for the Sure Start Centres in Wood Close and Kent Street. At these locations, it has been proposed that 20mph signing should be introduced as the road layout

would deter higher speeds.

10. No funding has been allocated to new 20mph zone proposals in 2015/16.

RESOURCE IMPLICATIONS

Capital/Revenue

11. The cost of the proposal (including before and after survey work) was £30,000 and this has been completed within budget.

Property/Other

12. There are no property implications inherent in the proposal

LEGAL IMPLICATIONS

Statutory power to undertake proposals in the report:

13. Southampton City Council is the Local Transport Authority for the City and as such has the powers to implement Traffic Regulation Orders under the Road Traffic Regulation Act 1984. The Road Traffic Regulation Act 1984 enables the introduction of permit charges as part of a Traffic Regulation Order.

Other Legal Implications:

14. N/A

POLICY FRAMEWORK IMPLICATIONS

15. The proposal is compatible with the Local Transport Plan (LTP) and also the Local development Plan (LDP), these being the statutory planning documents for the City, and form part of the Council's Policy framework.

KEY DECISION? No

WARDS/COMMUNITIES AFFECTED:	
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SUPPORTING DOCUMENTATION

Appendices

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| 1. | 20mph Zone Maybush Pilot Results |
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Documents In Members' Rooms

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| 1. | N/A |
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Equality Impact Assessment

Do the implications/subject of the report require an Equality Impact Assessment (EIA) to be carried out.	
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Other Background Documents

Equality Impact Assessment and Other Background documents available for inspection at:

Title of Background Paper(s)	N/A
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| 1. | N/A | |
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